Maryland Historical Trust WA-II-1118

Maryland Inventory of Historic Properties number: WA-II-118

Name: Sprecher Rd over Marsh Run.
Sprecher Rd

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

Maryland Inventory of Historic Properties MHT Number WA-II-1118
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. Sprecher Road over Marsh Run/W 5661 (W266110)

Location:
Street/Road Name and Number: Sprecher Road

City/Town: Sharpsburg Vicinity x

County: Washington

Ownership: _State x County_Municipal_Other

This bridge projects over: _Road_Railway x Water_Land

Is the bridge located within a designated district: _yes x no

_NR listed district_NR determined eligible district
_locally designated_other
Name of District_____

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift _Retractile_Pontoon

x Metal Girder
x Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

_Concrete
_Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame
_Other Type Name_____

Description:

Describe Setting: W 5661 (W266110) carries one lane of traffic on Sprecher Road over Marsh Run in Washington County, Maryland. Sprecher Road runs generally east-west at this location; Marsh Run flows north-south. The bridge is located in a rural area of Washington County. There are open pastures to one side of the bridge and several late 19th/20th century structures visible from the bridge. There is a metal and timber cattle guard extending down from the channel rail posts on the north elevation.

Describe Superstructure and Substructure: W 5661 (W266110) is a single span steel beam bridge with an oak timber deck and a W-beam traffic barrier. The span length, and total bridge length, is 26'. There is bituminous overlay on the road surface of both approaches. According to the 1994 inspection report the beams are in good condition, with slight rust and flaking paint. The deck is also in good condition.

The substructure consists of concrete abutments and wing walls. The abutments and wing walls are in satisfactory condition, with some spalling and cracks. There is some scour at the base of the abutments.

Discuss Major Alterations: The entire deck of W 5661 (W266110) was replaced in 1986. This entailed replacement of the timber deck and installation of new guardrails. Sometime between 1973 and 1977 the original stone masonry abutments were encased with concrete to remedy their severe state of deterioration.

History:
When Built:1920
Why Built:local transportation needs
Who Built:
Why Altered:for safety needs
Was this bridge built as part of an organized bridge building campaign:yes

Surveyor Analysis:

This bridge may have NR significance for association with:
_A Events _B Person
_C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history: It is likely that W 5661 (W266110) was merely a more stable replacement of an earlier structure, and was not built in response to any specific events in state or local history.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area: Construction and alteration of this bridge was not likely to have had a significant impact on the growth of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district: No

Is the bridge a significant example of its type:W 5661 (W266110) is merely a typical example of a steel beam, timber deck and is not likely to be considered significant.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled longitudinal I-beams are considered a primary character defining element. There is nothing in the available documentation to indicate that the beams for this structure were ever replaced. However, the floor system and deck, both secondary character defining elements, were extensively rehabilitated in 1986. The W-beam guardrail, a tertiary character defining element under additional functional features, was also replaced in 1986.

Abutments, whether of stone masonry or concrete, are considered a primary character defining element. In the 1973 county inspection report the photos show a bridge with stone masonry abutments in an advanced state of deterioration, and this report recommends that the structure be closed to all traffic over three tons. The next report, from 1977, shows photos of the bridge with concrete abutments and a posted weight allowance of 15 tons. The files indicate that the stone abutments were encased in concrete, but do not indicate an exact date for this alteration.

The fact that the deck was completely rehabilitated in 1986 and the abutments were encased in concrete between 1973 and 1977, raise doubts about the integrity of W 5661 (W266110).

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: W 5661 (W266110) is not a significant example of the work of a particular individual, but rather a typical example of an early 20th century steel beam, timber deck bridge in Washington County.

Should this bridge be given further study before significance analysis is made and why: Further study is not necessary for this structure.

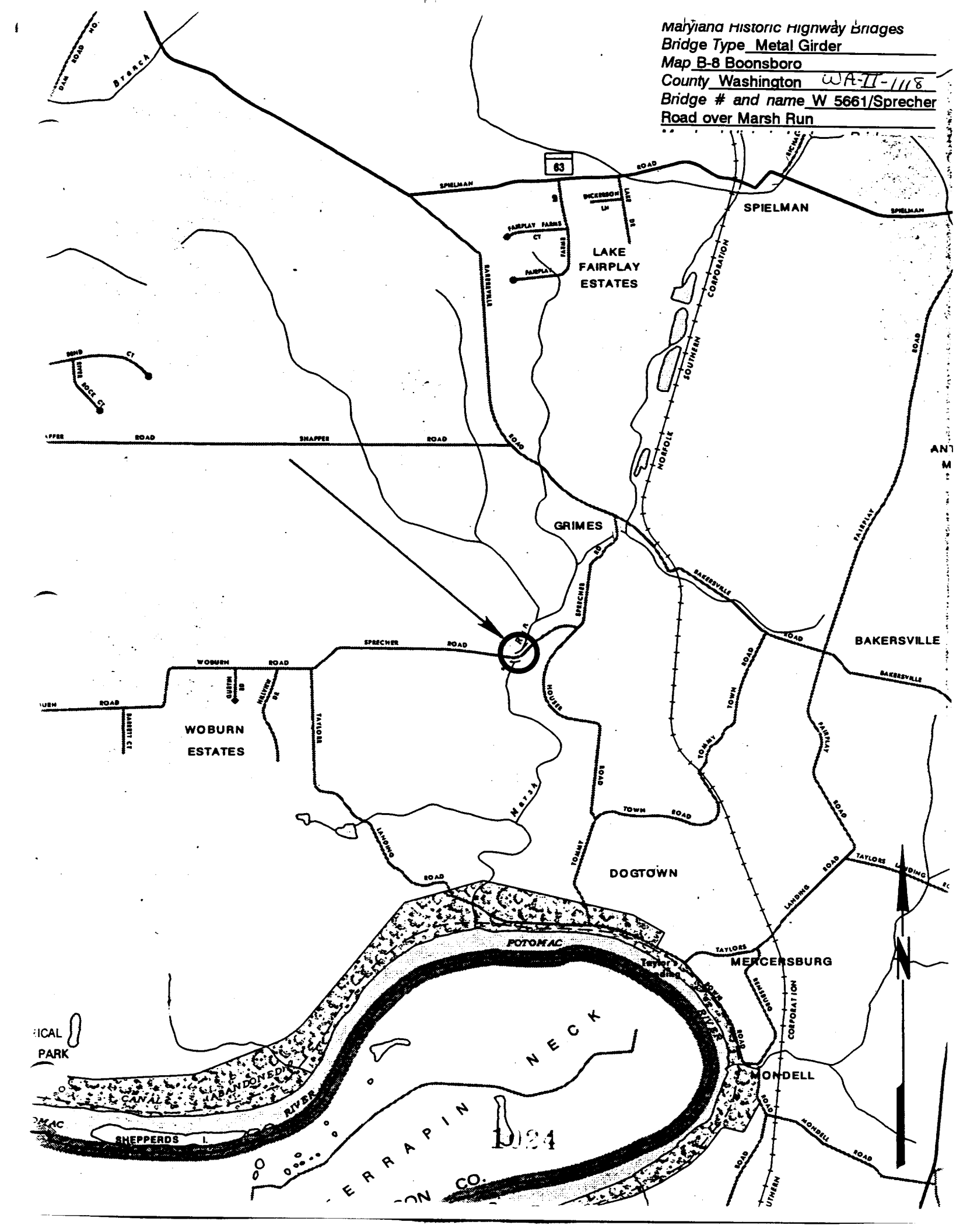
WA-II-1118

Bibliography:

Greiner, Inc.
1995 Historic Bridge Inventory Form.
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland : Historic Bridge Context.
United States Geological Survey
1979 7.5' Williamsport Quadrangle.
Washington County
v.d. Bridge Inspection Files.

Surveyor:

Name: Stephanie L. Bandy **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022


Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-8 Boonsboro
County Washington WA-II-118
Bridge # and name W 5661/Sprecher Road over Marsh Run
63
SPIELMAN ROAD
SPIELMAN
LAKE FAIRPLAY ESTATES
FAIRPLAY FARMS CT
FAIRPLAY
BARBERSVILLE ROAD
SOUTHERN CORPORATION
NORFOLK
SHAFFER ROAD
GRIMES
SPRECHER ROAD
BAKERSVILLE ROAD
BAKERSVILLE
WOBURN ROAD
WOBURN ESTATES
TAYLORS
HOUSER ROAD
TOWN ROAD
TOMMY
DOGTOWN
LANDING ROAD
TAYLORS LANDING
POTOMAC
Taylor's Island
MERCERSBURG
BENSBURG ROAD
MONDELL
MONDELL ROAD
CANAL
ABANDONED
RIVER
SHEPPERDS I.
NECK
TERRAPIN
CO.
PARK
D124

WA-II-1118

OVER MARSH RUN (N5661)

WASHINGTON CO., MD

DAVID KING

2/24/95

S. H. A

WEST APPROACH

1 OF 4

WA-II-1118

OVER MARSH RUN (N5661)

WASHINGTON CO. MD.

DAVID KING

2/24/95

S. H. A.

EAST APPROACH

2 OF 4

WA-II-1118

OVER MARSH RUN (W-5661)

WASHINGTON CO. MD.

DAVID KING

2/24/95

S. H. A.

SOUTH ELEVATION

3 OF 4

WA-II-1118

OVER MARSH RUN (W5661)

WASHINGTON CO. MD.

DAVID KING

2/24/95

S. H. A.

NORTH ELEVATION

4 OF 4